

PEACE FAR OFF

FILIPINOS SHOW NO DESIRE FOR CESSATION OF HOSTILITIES.

Instead, They Are Preparing to Conduct an Aggressive Campaign During the Wet Season.

NOW WORRYING OUR TROOPS

GIVING THEM LITTLE CHANCE TO SECURE SLEEP OR REST.

Constantly Harassing the American Outposts with Unexpected Dashes from Their Trenches.

LONG LINE OF INSURGENTS

OPPOSITE THE FORCES OF GENERALS LAWTON AND MACARTHUR.

Gen. Otis Likely to Be Called on to Feed Many Suffering Natives—Captain Tilley Missing.

MANILA, May 28.—The approach of the wet season finds the insurrection seemingly taking a new lease of life. All along the American lines the rebels are showing more aggressive activity, in their guerrilla style than at any time before since the fall of Malolos. They keep United States troops in the trenches, sleeping in their clothing and constantly on the alert against dashes upon our outposts, and they make life warm for the American garrisons in the towns. The bands of General Luna and General Mascado, which retreated toward Tarlac when they feared they would be caught between General MacArthur and General Lawton, have returned in force to their old trenches around San Fernando, where there are daily collisions. Opposite our lines on the route from Manila to the north, the rebels are in the mountains, and the Philippine army is round to San Pedro Macati, the Philippine have three rows of trenches most of the distance.

Reports from prisoners indicate that the insurgents construe the peace negotiations to mean that the Americans have had enough of fighting. The Filipinos are encouraged by the belief that the Americans are preparing for an interval of inactivity during the wet season. This period is sure to be followed by much suffering. Thousands of acres that were under cultivation last year have not been plowed this year, and the government will probably be obliged to feed thousands, just as it fed the Cubans.

Friendly natives, amigos, continue to pour into the American lines by land and river routes, coming from the territory of insurrection into the country, where the passage of two armies, one left and one right, practically throwing themselves upon the charity of their conquerors. Such able-bodied men as are not in the Philippine ranks have been kept by the insurgent leaders to dig trenches, and old men, women and children form the mass of the refugees. These are doing some plowing, but they will be confronted with hunger before they can realize any substance from their crops.

The United States army has organized a system of distributing rice at Malolos and some of the smaller towns where Filipino stores were captured, but the latter will soon be exhausted.

The United States transport Morgan City, which arrived here from San Francisco with 600 recruits for various regiments, sailed today for Iloilo with the troops.

As it was impossible to take to Spain the remains of the Spanish General Montero, who was fatally wounded in the battle of Mampango, the remains were taken to Manila and placed in the hands of the Spanish government. The funeral took place today, hundreds of Spanish soldiers and civilians attending the services in the cathedral and following the cortege to the grave with wreaths and flags. The Spanish papers declare that Montero was a victim of the Spanish government's neglect.

GENERAL HALE'S REPORT.

Defense of the Water Works Near Manila—Lives of Americans Saved.

WASHINGTON, May 28.—The War Department has made public a report from General Irving Hale, who commands the Second Brigade, Second Division of the Eighth Army Corps, at Manila, on the stirring events there, from the night of Feb. 4 to Feb. 9. This division was quartered in the vicinity of the water works, and a portion of it, the Nebraska regiment, fired the first shots that began the active fighting with the insurgents. General Hale tells the story of the operations of his command with great precision and vividness. He says he received his first information of the outbreak along the front of the Nebraska regiment through the lucky hearing by one of his operators of a part of a telegraph dispatch that was passing over the wires from Colonel Stotsenburg to division headquarters. His account of the beginning of the difficulty with the insurgents agrees with the stories of Colonel Stotsenburg and General MacArthur, and he adds that his own troops did not begin firing until the insurgent firing had been going on for some time.

The first opportunity the United States troops had to test the real quality of the insurgents was at the attacks on the blockhouses near Sampoloco cemetery. Here, says General Hale, the First Colorado Regiment made a charge in fine style, rushing and halting alternately in case the enemy's bullets were hot. When half way to the blockhouse, the insurgents broke from the earthworks, bushes and houses in surprising numbers and ran for the hills, the Americans picking them off as they ran. Thirty-five were gathered up in the immediate vicinity. In all forty were killed and eleven wounded. This movement broke the insurgent center and showed they could not stand a charge. Therefore, the tactics were repeated, and other charges were made by other regiments of the command, with like gallantry and success, the Tennessee and South Dakota troops being commended among others.

General Hale speaks in one portion of the report of finding the body of Assistant Surgeon Young, of the Utah Battery, with a powder-stained bullet hole in his head, indicating that he had been captured and killed after his capture.

The successful campaign against Maragana to protect the waterworks is set out in detail, and an explanation is offered of

what, at the time, appeared to have been a check experienced by the advancing American forces. General Hale says his troops had been excellently equipped for the advance because of the weather. The rain, this deciding them to keep the advance, this deciding them to keep the advance, this deciding them to keep the advance.

General Hale then says: "Lieut. A. P. Hayes, of the California Heavy Artillery, who had voluntarily accompanied Major Goodale as aid, expressing a desire to return to the city, was allowed to do so, and, on his arrival, went to the department commander with a grossly exaggerated story of the situation, on the strength of which the department commander directed the withdrawal of the battalion. Captain Krayenbuhl and Lieutenant Perry, of the brigade staff, with a platoon of Oregon troops as escort, and carrying two canteens of water per man, with a larger supply on a cart, were therefore dispatched to the relief of the battalion. An orderly was sent to the waterworks to notify Colonel Stotsenburg of the withdrawal of this covering force on his left, so that he could take other means for protection. It was found the report was practically groundless, that the position was a strong one, that there was no firing and no apparent danger, and that Major Goodale was reluctant to withdraw, especially at night. They therefore left the platoon there and returned, Lieutenant Perry reporting the facts to the department commander, who authorized me to leave the battalion where it was and proceed according to my best judgment in the morning. This was about 3:30 a. m., Feb. 7."

CAPTAIN TILLEY MISSING.

Killed or Captured by the Treacherous Natives of Negros.

WASHINGTON, May 28.—General Greeley today received a cablegram from Major Thompson at Manila reporting that a party landing for the repair of the cable at Escalante, Island of Negros, had been treacherously attacked by natives, that Capt. George H. Tilley, Signal Corps, is missing, and that the worst is feared. Tilley's services in the Philippines have been marked by much ability, courage and zeal that his superiors placed him in the foremost rank of subordinate officers. The cable operations referred to are not those of the Signal Corps, but of the Eastern Extension Cable Company, that has been permitted to use the Philippine lines for the cable in the Visayan Islands. Tilley doubtless accompanied the expedition as the representative of the United States, the supervision of all telegraph lines and cables being a part of his duties. No other casualties in the Signal Corps have been as yet reported in this expedition. Tilley was appointed from California.

HELENA, Mont., May 28.—Capt. George H. Tilley, reported probably killed by Filipinos at Escalante, Island of Negros, had been a resident of Helena since 1884. He was an expert telegrapher and electrician and a man of fine character. He was born about thirty-eight years ago at Jamaica, Long Island, where his father, a civil war veteran, still lives. Tilley enlisted early in the war with Spain as lieutenant of the signal corps and was promoted soon after reaching the Philippines for conspicuous service. He had been further recommended for promotion to brevet major.

ADVICES FROM OTIS.

Withdrawal of Spaniards from Zamboanga, After a Severe Fight.

WASHINGTON, May 27.—The War Department today made public the dispatch from General Otis, commanding at Manila: "The Spaniards, after a severe fight, have withdrawn from Zamboanga. The Spaniards are in quiet possession of Jolo."

"Spanish troops withdrawn from Zamboanga after a battle with insurgents with severe loss to the latter. Spanish loss, nine killed, twenty-seven wounded, among whom was Commanding General Montero who died from his wounds and was buried here yesterday. The insurgents used rifles, artillery and ammunition captured from gunboats, expending the major part of their ammunition. A conference followed between General Rios, who went from Manila to withdraw the troops and the insurgents. The latter agreed to their withdrawal and to the landing of Americans, but would accept conditions in Luzon. Spanish troops withdrawn now here depart for Spain tomorrow."

"A feeble attack by insurgents on inhabitants in the southeast portion of Negros necessitated the sending of troops from Manila there. Will soon restore quiet."

"Insurgent falsehoods circulated in the southern islands of overwhelming insurgent victories in Luzon keep up an excitement in that section among the more ignorant classes, although intelligent people know the American arms have never met reverse, and they call for United States protection."

"Have turned over to the navy for use on the coast of the southern island a number of the purchased Spanish gunboats, from which excellent results are expected."

COL. STOTSENBURG'S BODY

Viewed by Thousands, and Then Sent to Washington for Burial.

LINCOLN, Neb., May 28.—The remains of Col. John M. Stotsenburg, late commander of the First Nebraska Regiment, killed in the Philippines April 23, lay in state at the Capitol building for two hours this morning. Thousands passed the casket to view the dead hero. Memorial services were held at the Lincoln Hotel, Trinity Episcopal Church. After the service the body was escorted to the train by a military guard of honor. Pallbearers were returned members of the First Nebraska Regiment. The remains were taken to Washington this afternoon, where they will be buried in the National Cemetery. Mrs. Stotsenburg and Lieutenant Cavanaugh accompanied the remains.

LETTER FROM A SOLDIER.

He Has a Poor Opinion of the Islands and Their People.

MIDDLETOWN, N. Y., May 28.—Mrs. Hattie Thorne, of this place has just received a letter from her son Charles, who is now in the First South Dakota Volunteers in the Philippines, dated at Malolos, April 13, in which he graphically describes a battle before that city on March 23. He says that it was estimated that the natives were 7,000 strong and that his regiment, unaided, had to face the heavy odds, as the Adjutant was killed before he could get orders to the colonel. The capture of the station at Marilal was accomplished with a terrible cost. Two officers were killed, twenty wounded and twenty-nine noncommissioned officers and privates killed or wounded. Continuing Mr. Thorne says: "It was just as one of the generals said to his staff, as he saw us making that grand charge: 'You might as well stop here as the Americans are going to do.'"

In conclusion the writer says: "You asked me what the soldier thought of the United States. I don't think much about it. We cannot see where they are going to be benefited by it. It has cost a great deal of blood and an American life is worth 10,000 natives. They sneaked in on our outposts night before last and killed five of our men, smashing their heads to a jelly. They got drunk before they came to the attack. They tried last night and by the looks of the ground, were met with a warm reception."

16th Infantry Ready to Sail.

SAN FRANCISCO, May 28.—The Sixteenth Infantry arrived from Fort Crook, Neb.; Jefferson Barracks, Mo., and Fort Leavenworth, Kan., en route to Manila. The regiment was accompanied by the United States transport Grant, which is scheduled to sail for the Philippines via Honolulu to-morrow evening.

TRAIN DITCHED

NINE PEOPLE KILLED AND TWENTY-THREE INJURED.

Disastrous Accident Near Waterloo, Ia., That Is Supposed to Have Been Caused by a Cloudburst.

ROADBED WAS WASHED OUT

AND THE TRAIN WENT OVER WHEN IT STRUCK THE HANGING RAILS.

Man's Arm Saved Off to Release Him, and Another Passenger Killed Who Was on His Way to Be Married.

LIKE WRECK NEAR OELWEIN

NEGRO PORTER KILLED AND SEVERAL PASSENGERS INJURED.

Engineer Crushed to Death and Fireman Badly Hurt in Texas—Six Grade-Crossing Victims.

WATERLOO, Ia., May 28.—The through train from Chicago to Minneapolis over the Rock Island & Burlington and the Cedar Rapids & Northern railways was wrecked at 1:15 o'clock Sunday morning at the crossing of Sink creek, about four miles south-east of this place. The train consisted of six coaches, including mail and baggage car, smoking car, two passenger coaches and sleeper. Nine persons were killed and twenty-three injured. The list of dead follows: E. L. ARNOLD, Minneapolis, Minn.; W. A. MAUGHAN, Muskegon, Mich.; R. H. SCHWETTE, Alton, Ill.; D. W. FLEMING, Alton, Ill.; F. S. CARPENTER, St. Louis; J. B. HAWKINS, Pullman conductor; GEO. W. SWANWIG, train conductor; WILL SCHOLLIAN, Waterloo, Ia.; One unknown person. Among the injured were: S. E. BENTLEY, Waterloo, Ia.; REUBEN ODELL, Waterloo, Ia.; HERMAN KILBINDER, Waterloo, Ia.; S. H. BASHOUR, Waterloo, Ia.; MISS ANNA H. NIOSSE, from Norway, en route to Chicago; MISS OSTRAND NORDY, Norwegian; hand and face badly bruised; JOHN E. JOHNSON, Norwegian; serious injury to head and face; and one unknown person. (The Norwegians were all going to North Dakota.) JEREMIAH MURPHY, Castleton, Bore, Ireland, going to Butte, Mont.; head injured; serious. J. R. MYERS, Prentiss, Wis.; head injured; not serious. EDWARD SKANG, Van Buren, Ark.; leg injured; not serious. L. E. ZELL, Minneapolis; knee fractured. L. E. COLVIN, St. Louis, a Pullman porter; slightly injured. W. W. BRIDGINGTON, Chicago. W. L. BURKE, Cedar Falls, Ia. CORNELL, New York. D. W. FLEMING, Alton, Ill. Minn. MRS. MORGENTHAU, St. Paul. ANNA HARRIS, Minneapolis. GEORGE PETROVICZ, Tower, Minn. ARUND ASLAKSEN, Norway, Ia.

A cloudburst had washed the road and gravel from the road bed, leaving the track unsupported for a stretch of twenty feet. The rails and ties held together and there was nothing to indicate the insecurity of the road. The engine struck the washout and was derailed in the ditch beside the track, and behind it the baggage car and the engine. The train was derailed in the ditch beside the track, and behind it the baggage car and the engine. The train was derailed in the ditch beside the track, and behind it the baggage car and the engine.

The mail car tipped over and was telescoped by the baggage car behind, while the rear end of the baggage car in turn telescoped the smoker. The roof of the sleeper ploughed its way through the day coach, while the lower half of the latter crashed through the sleeper. The engineer and fireman jumped from the train and escaped with slight injuries.

Mr. Schwette, of Alton, Ill., was brought to this city alive, but died at 8 o'clock. He was badly cut about the head, and it was evident from the beginning that his injuries were fatal. He was on his way to Minneapolis, where he was to be married to-day.

Mr. J. Day, of Allison, La., a passenger, said: "The train was running at good speed, and at a point about three or four miles from Waterloo it left the track. The engine and baggage car were thrown about ten feet. The engineer evidently had his engine under excellent control, as I never saw a telegraph pole, the baggage car, and I found myself, with the brakeman, on the roof of the day coach."

Will Schollian, of Waterloo, who traveled for a St. Louis tobacco house, and made his headquarters in this city, suffered more severely than any other of the Waterloo passengers. He was found in the second passenger coach, to which he had gone after leaving the smoker, with his arm crushed between the front end of the sleeper and the side of the car holding him fast in the wreck. He did not lose consciousness, but begged that his arm be sawed off so as to set him free. When it was found there was no possibility of saving the arm, and it was amputated. The amputation was effected with a common hand saw. Mr. Schollian displayed the utmost fortitude and after he was released walked to the adjoining farmhouse of Mrs. Caroline Mericle. He was much weakened by loss of blood, and died this evening.

Mr. Day, in speaking of the cause of the accident, said: "There must have been a washout, for a powerful stream of water washed the dirt out from under the track for a distance, I should think, of half a mile. With the foundation gone, there was nothing to hold up the rails, and as the weight of the train struck the weak spot down and over we went."

S. H. Bashour, who received internal injuries, but whose recovery is expected, is one of the best-known Democratic politicians in Iowa. He is a resident of Cedar Rapids and before his entrance into politics was a pastor of a church of the United Brethren denomination. As a Populist he once ran for Congress against Colonel Henderson, being endorsed by the Democrats, but was overwhelmingly defeated. Later

he was an unsuccessful aspirant for the Democratic gubernatorial nomination when the free-silver men obtained control of the party machinery.

THE TRACK SETTLED.

Porter Killed and Several Passengers Injured Near Oelwein.

OELWEIN, Ia., May 28.—The Chicago Great Western passenger train that left St. Paul Saturday night at 8:10 o'clock was wrecked two miles north of here this afternoon. Richard Manning, the colored porter, was killed. He lived at Minneapolis, was forty-five years old and leaves a family. Several men and women on the train were more or less injured, the train being run over lowlands, when the track began to settle and the train was derailed. Nearly all of the passengers in the sleepers were undressed in their berths when the wreck occurred. The rain was coming down furiously, lightning was flashing and thunder was booming. The porter was killed at the forward end of the first sleeper. The injured are:

E. BISHOP, engineer, Minneapolis. MRS. BRANDYBERRY, Montpelier, O. C. GREININGER, conductor, Minneapolis. MILLER, baggage man, Minneapolis. NEDER, express messenger, St. Paul. E. W. Scribner, of Boston, who occupied a compartment in one of the Pullman sleepers, said: "I was awakened by a loud crash and a lurch. Then I felt the coach I was in slide over to one side. I dressed as fast as possible, but was unable to open the door to my stateroom, so I got out of the window. It was raining hard and the lightning showed that the entire train was wrecked. Several women were rescued in their night clothes."

CANADA'S PLAN

NOT INDORSED BY EDITORS OF THE LONDON PRESS.

The Dominion Criticized for Attempting to Block Settlement of the Alaska Boundary Dispute.

ARBITRATION AT THE HAGUE

PEACE CONFERENCE MAY RECOMMEND PERMANENT TRIBUNAL.

Prospects Bright for the Adoption of Some Plan for Mediating International Wrangles.

DREYFUS'S CHANCES GOOD

IF GRANTED A NEW TRIAL HE WILL PROBABLY BE ACQUITTED.

Silvella's Explanation of His Phrase, "Honorable Poverty" in Referring to the Late Senor Castelar.

MANGLED BY A TRAIN.

One Woman Killed, Another Fatally Injured and a Baby Hurt.

NEW YORK, May 28.—One woman was killed and a baby was so badly hurt that its chances of life are small in a grade crossing at Singack, about eight miles from Paterson, N. J., to-night. The dead woman is Miss Juliette Rafferty, thirty years of age, of Paterson; the injured, Mrs. Moses Pater, of Paterson. The train was derailed by a washout, and the injured woman, and William Rafferty, brother of the dead woman. The party were returning from the country and were crossing the New York and Greenwood lake division of the Erie road. There was a sharp curve in the track just at the crossing, and the people in the carriage did not notice the approaching train until too late. The carriage was thrown forward on the tracks and ground into kindling wood. Miss Rafferty was thrown forward and was so horribly mangled that she was scarcely recognizable when picked up. The two men were killed at the crossing. The injured woman was taken to the hospital in Montclair.

Three More Killed.

BUFFALO, N. Y., May 28.—Joseph Keller and Ray Sherman, of Alden, N. Y., and Louis Carey, of Auburn, Conn., were killed at a grade crossing at W. 2 o'clock this morning while driving across the New York Central tracks. Their carriage was struck by an east-bound express train. The bodies of Carey and Keller were thrown on the west-bound tracks, and a freight train, which passed a moment later, mangled them beyond recognition.

JUMPED THE TRACK.

Freight Train Wrecked, Engineer Killed and Fireman Injured.

DENISON, Tex., May 28.—This morning at 11 o'clock an extra freight train, east-bound on the transcontinental division of the Texas & Pacific, was wrecked two miles east of Whitehouse, Tex. The engine was derailed and about twenty-five miles an hour when it jumped the track and turned completely over, wrecking seven cars of merchandise and killing Engineer John Ison and fatally injuring Fireman Johnson. The engine was a complete wreck, turning over after striking the ground and catching Engineer Ison under the wreckage, crushing and mangle him frightfully. The cause of the wreck is not known, but it is supposed to have been caused by a rail turning. When the engine jumped the track and careened over Fireman Johnson jumped to clear his life, but he fell much injured. He sustained internal injuries that will cause his death. The wrecking crew was sent out to clear up the wreck and the company advises that it will be some time to-night before trains are running through.

Collision with an Electric Car.

DETROIT, Mich., May 28.—Chris Bowman, aged seventy-five, and Mrs. Dora Lang, both of this city, were fatally injured to-night by the collision of a rapid railway electric car with the buggy in which they were riding. Two other occupants of the carriage received serious but not fatal injuries. The accident occurred five miles from Detroit on Grand road. The carriage endeavored to cross in front of the car and was hit.

Washed in Illinois.

ST. LOUIS, May 28.—It is reported that there has been a washout near Griggsville, Ill., and that a passenger train has been wrecked.

HIS VARIED CAREER ENDED.

Suicide of Dr. R. Cornwall, Who Was Suspected of Several Crimes.

KANSAS CITY, Mo., May 28.—Dr. Richmond Cornwall, a prominent local physician, and a Kansas City resident, in 1894, and who has never been found to this day. In St. Louis, on July 7, 1897, Dr. Cornwall killed a brother, Herbert Cornwall, whom he claimed to have found in the act of beating his father. He was tried for this latter crime and found not guilty. There were no witnesses. Four years ago Dr. Cornwall married his second wife, Miss Ida Woods, whose parents live in Michigan.

Toledo Jams Opena His Park.

TOLEDO, O., May 28.—Mayor Masland today opened his famous Gull Park for the season. He will preach every Sunday on social problems. He had a large audience to-day and addresses were made by Herbert N. Casson and himself.

ARBITRATION MAY WIN.

The Peace Conference Will Probably Favor a Permanent Tribunal.

LONDON, May 28.—The Times, in an editorial dealing with the prospect that the result of the peace conference will be a permanent arbitration tribunal, says: "No government or people have devoted themselves with greater ardor to the study of the theory of arbitration than the government and people of the United States. The Americans not only possess great lawyers, but are a community in whose knowledge of legal principles is more widespread than in any other. American jurists have done much to mold the doctrines of international law in the past, and in their treatment of large questions they have often displayed luminous insight, firm grasp of fundamentals, principle and solid erudition not surpassed by the legal writers of any modern state."

The Daily Chronicle's correspondent at The Hague says: "The British delegates have practically withdrawn their objection to the American demand for neutral rights on land, and it is now believed that Germany will also agree."

The correspondent of the Morning Post at The Hague says: "The discussion of the proposed modification of the Geneva convention provisions regarding sick and wounded neutrals constituted a distinct success for the American delegates. When it was first broached the Russians declined to take any part in the discussion, on the ground that the subject was not mentioned in the circular of Count Muraviev. The Americans urged that the Dutch invitation included all subjects bearing on the circular, and the Russians have not abandoned their position, and they will make another effort to-morrow to have the American proposals rejected on technical grounds. Interesting developments are expected."

The "Drafting" Committee.

THE HAGUE, May 28.—The newly appointed subcommittee of the subcommittee of the peace conference, the arbitration committee, will meet to-morrow. It will be known as the drafting committee, indicating in its name the scope of its functions. The delegates have worked unceasingly to-day, although the formal labors of the conference were suspended. An effort is being made, and with a certain degree of progress, to combine the Russian and British proposals of the peace conference, the arbitration committee, will meet to-morrow. It will be known as the drafting committee, indicating in its name the scope of its functions. The delegates have worked unceasingly to-day, although the formal labors of the conference were suspended. An effort is being made, and with a certain degree of progress, to combine the Russian and British proposals of the peace conference, the arbitration committee, will meet to-morrow. 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